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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

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SUBJECT Naval Refitting Base at Tivat:  
1. School for Apprentices  
2. Workshops

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1. Among the personalities at the Naval Refitting Base at Tivat are the following:
  - a. Director: Lieutenant Colonel Ante Ruzic
  - b. Staff Manager: Captain Pula
  - c. Military Officer: Ante Golub
  - d. Chief of machinery: Captain Curin.
2. A school for apprentices at the Naval Refitting Base in Tivat has its headquarters in the elementary school building near the post office. Five hundred apprentices, divided into three separate classes, attend the school and pursue a three year course. Two courses for apprentices have already been completed at the school. Courses consist of practical training in all phases of work and activity carried out at the Naval Refitting Base. The following individuals are attached to the teaching staff of the apprentice school:
  - a. Dusan Plesivac - School Director
  - b. Niko Stjepcevic - Instructs on the Yugoslav Constitution
  - c. Jelka Uskokovic - Instructor in the Serbo-Croat language
  - d. Djuro Bucin - Mathematics instructor
  - e. A certain Mustur - Geography instructor
  - f. A certain Dutina - History instructor
  - g. Bozo Rajcevic - Instructs in organization of Labor
  - h. A certain Steblaj - Instructs in draughtsmanship
  - i. Niko Stjepcevic - Physical training instructor
3. The Industrial Marine School (Monaricka Industrijska Skola-Mis) has its headquarters in a building adjacent to the park. Enrolled in this school are 700 pupils who wear standard uniform, and who follow a three-year course. Two courses have already been completed at the Industrial Marine School. The students at the school receive part of their practical training in the arsenal and the remainder in the school's own shops.
4. The Naval Refitting Base at Tivat, which has a staff of approximately 1000 military workers, in addition to an administrative and technical staff of about 200 persons, is organized into the following departments:

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- a. Tool shop, which employs approximately 25 operators for the repair of machinery and tools. The foreman is Ivo Perkovic.
- b. Carpentry shop, which employs 45 persons. The foreman is Ante Selic.
- c. Electro-technical shop, where dynamos and electrical equipment are repaired.
- d. Engine shop, under foreman Mirko Starcevic. In this workshop engines are repaired and assembled, and aircraft engines are converted from air-cooled to liquid-cooled. Owing to inferior working materials and the poor workmanship resulting from the enforcement of high production schedules, converted engines are frequently returned for repairs. The outcome of this is that on numerous occasions workers have been arrested on charges of sabotage. The fuel used by these engines failed to meet the standard requirements, hence, engines are now being reconverted so that they will run on low-octane gasoline. Engines installed in MTB's have proved to be extremely unreliable.
- e. Precision Engineering shop, which employs 15 workers and 20 apprentices. This shop manufactures telegraph sets for new ships, and repairs old telegraph sets, telephones, typewriters, telemeters, ammeters, tachometers, and other unspecified instruments.
- f. Engineering shop, in charge of Josip Bencic, which employs 80 persons. Most of the work done in this shop consists of the repair of steam engines. Two of the foremen are Kristo Petkovic and Ilija Ucovic.
- g. Lathe shop, where 70 individuals are employed whose work consists of repairing steam cylinders and steam valves, and producing new parts and various engine blocks.
- h. Foundry, which is equipped with three furnaces, one for cast iron, one for aluminum, and the third for other metals. Workers in the foundry produce new propellers for MTB's and any other parts required by various other shops.
- i. Model-maker's shop, where all molds for the foundry are built.
- j. Coppersmith shop, which employs some 60 workers, and where steam-engine pipes are manufactured. Attached to the coppersmith shop is a welding shop where carbide and oxygen is used. This oxygen is obtained from the oxygen factory at Zelenika.
- k. Boiler shop, where spare parts for boilers are manufactured and boilers are repaired.
- l. Repair shop, where 100 workers and several score of apprentices are employed. This shop is responsible for all repairs to naval craft. New naval craft are not produced here. Two of the foremen in this shop are Tripe Franovic and Ivo Miljeskovic.
- m. Shipbuilding shop, which employs 80 workers. In this shop wooden craft of various types, including ships of the LEUTI type and smaller craft, are built for the Navy.
- n. Auxiliary Carpentry shop, where approximately 40 workers are employed. Here windows, fittings, furniture and all types of interior installations for naval craft are produced.
- o. Sailmaker's shop, where sails are manufactured from domestically produced linen.
- p. Paint shop.

q. Power station, which is a thermo-electric station equipped with two generators. The output of this station is used exclusively for the base.

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5. The Naval Refitting Base at Tivat has the following floating equipment at its disposal:
- a. Two floating cranes, one a "PPD-4" with a hoisting capacity of 40 tons, and a "PPD-2" with a hoisting capacity of 25 tons.
  - b. A mobile crane of American manufacture, mounted on rubber tires, with a hoisting capacity inferior to that of the floating cranes.
  - c. A floating dock was badly damaged, but has now been completely restored. This floating dock has a capacity for ships of destroyer size.
6. The following represents the production of the Naval Base at Tivat since late 1950:

New construction

- a. Three LEUTI naval craft were completed by the end of 1950 and were commissioned by the Navy. These now bear the markings "BM-56", "BM-57" and "BM-59". Construction of a second series of 6 LEUTI craft is now in the planning stage.
- b. Fifteen wooden craft for the Navy are now in the process of construction.

Repairs

- a. The floating crane "PPD-4" is now in the process of repair.
  - b. The 4 former Destroyers "51", "52", "53" and "54" which were in the dock for painting, cleaning and repairs, now have names in addition to the stated numbers. These names appear in small print near the steering wheel. Destroyer "54" is known as the TITOV.
  - c. Prior to these Destroyers, minesweepers "ML-301", "ML-302", "ML-306" and "ML-307", were in the dock for general repairs.
  - d. At the present time an old minesweeper is on the ways undergoing general repairs. Its 700-horsepower steam engine is being repaired in the engineering shop. This work is progressing slowly owing to a lack of essential materials.
  - e. An unspecified number of landing craft, including the "DC-301", are undergoing general repairs.
  - f. Two tugs, which have been renamed "IR-14" and "IR-11", are undergoing general repairs.
  - g. The former tug MARLJIVI, now renamed the "PP-21", is at present in the dock for small repairs. This tug is to be delivered to the Marine Infantry for use as a transport vessel.
7. Attached is a sketch and legend of the LEUTI craft.

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Comment: For additional information regarding the Naval Base at Tivat, your attention is called to [REDACTED]